

IN THE CLAIMS:

Amend claim 1 and add new claims 2-12 as shown in the following listing of claims, which replaces all previous listings and versions of claims.

1. (currently amended) An agricultural wheel tire having a tire tread integrally formed with a plurality of lugs, the lugs having first and second lateral edges defining the width of the tread, the tire tread comprising:

a plurality of first lugs extending from a an approximate center of a tire the tread width and terminating at the width to a first lateral edge of the tire tread; and

a plurality of second lugs extending from the approximate center of the tire tread width and terminating at the width to a second lateral edge of the tire, the tire tread;

wherein the first and second lugs extend in an alternating manner in a circumferential direction of the tire tread so that first lugs and the second lugs being circumferentially formed in an alternating manner, wherein side surfaces of adjacent first lugs, an lugs, an end surface of one of the a second lug lugs disposed located at the center between the adjacent first lugs, and lugs, and a bottom surface of the tire tread disposed located between the

adjacent first lugs lugs form a first generally spherical-shaped depressed portion in a substantially spherical shape, and portion, and so that side surfaces of adjacent second lugs, an end surface of a one of the first lug located at the center lugs disposed between the adjacent second lugs, and a bottom surface of the tire tread disposed located between the adjacent second lugs form a second generally spherical-shaped depressed portion in a substantially spherical shape.

2. (new) An agricultural wheel tire according to claim 1; wherein the adjacent first lugs are disposed in overlapping relation with the second lug disposed therebetween; and wherein the adjacent second lugs are disposed in overlapping relation with the first lug disposed therebetween.

3. (new) An agricultural wheel tire according to claim 1; wherein the agricultural wheel tire has an equatorial centerplane crossing each of the first and second lugs in circumferential and axial directions of the agricultural wheel tire.

4. (new) An agricultural wheel tire according to claim 3; wherein the first and second depressed portions are symmetrical about a line crossing the equatorial centerplane.

5. (new) An agricultural wheel tire according to claim 1; wherein each pair of immediately adjacent lugs defined by a first one of the first lugs and a first one of the second lugs disposed immediately adjacent to the first one of the first lugs have generally planar confronting surfaces.

6. (new) An agricultural wheel tire according to claim 5; wherein for each pair of immediately adjacent lugs, the tire tread has a generally planar surface portion interconnecting the generally planar confronting surfaces.

7. (new) An agricultural wheel tire according to claim 1; wherein the first and second depressed portions are symmetrical about a line crossing an equatorial centerplane of the agricultural wheel tire.

8. (new) An agricultural wheel tire according to claim 1; wherein each of the first and second lugs has an outer tread surface for contacting a surface of the ground during a working operation of the agricultural wheel tire, the outer tread surface of each of the first and second lugs being generally planar.

9. (new) A wheel tire for use on an agricultural vehicle drive wheel to be driven on soft soil, the wheel tire having a tire tread having first and second lateral edges defining the width of the tire tread, the tire tread comprising: two sets of lugs, the first set of lugs extending from an approximate center of the tread width and terminating at the first lateral edge of the tire tread, and the second set of lugs extending from the approximate center of the tread width and terminating at the second lateral edge of the tire tread, the first and second sets of lugs extending in an alternating manner in a circumferential direction of the tire tread so that corresponding side and end surfaces of adjacent first and second lugs form generally spherical-shaped depressed portions of the tire tread, the spherical-shaped depressed portions being arranged in the circumferential direction of the tire tread so that when the wheel tire is driven on soft soil, the spherical-shaped depressed portions engage and are buried in the soft soil and the soft soil is gathered inward of the spherical-shaped depressed portions and gradually hardened so that soft soil located between and surrounding the adjacent first and second lugs increases in hardness to thereby prevent the wheel tire from sinking into the soft soil.

10. (new) A wheel tire according to claim 9;
wherein each of the spherical-shaped depressed portions is
formed by side surfaces of adjacent ones of one of the first
and second set of lugs, an end surface of one of the other of
the first and second set of lugs disposed between the adjacent
lugs, and a surface of the tire tread disposed between the
adjacent lugs.

11. (new) A wheel tire according to claim 9;
wherein the wheel tire has an equatorial centerplane crossing
each of the first and second sets of lugs in circumferential
and axial directions of the wheel tire.

12. (new) A wheel tire according to claim 9;
wherein the spherical-shaped depressed portions of the tire
tread comprise a plurality of pairs of adjacent spherical-
shaped depressed portions disposed symmetrically about a line
traversing an equatorial centerplane of the wheel tire.